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COMMANDANT INSTRUCTION M3501.22

Subj: WPB Readiness Assessment Decision Aids

- Ref: (a) COMDTINST M3501.2 (Series), Unit Status and Identity Report (UNITREP) for Coast Guard Units
(b) COMDTINST M3502.4 (Series), Cutter Training and Qualification Manual
(c) NWP 10-1-11 (Series), Unit Status and Identity Report (UNITREP)
(d) COMDTINST M3501.3 (Series), Casualty Reporting Procedures (MATERIEL)
(e) COMDTINST C3501.5 (Series), Required Operational Capabilities (ROC)/Projected Operational Environment (POE) statement for the WPB class

1. PURPOSE. The purpose of this instruction is to provide a set of decision aids to be used for assessing individual ship readiness. These decision aids have been especially tailored for the WPB class cutter. When used in conjunction with existing instructions, references (a) through (e), these decision aids should greatly improve the quality and consistency of readiness information contained in the UNITREP system. The decision aids are intended to provide guidelines which should simplify the UNITREP process. UNITREP writers need consult only those aids which have been prepared for the resource-specific area in an affected primary mission.

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A									1	1																
B		4	1*		1																					
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2. DISCUSSION. The decision aids are linked with the Required Operational Capabilities (ROC)/Projected Operational Environment (POE) statement for the WPB class cutter, reference (e). The decision aids will be amended as mission responsibilities are changed.
3. ACTION.
 - a. Commanding officers, officers-in-charge, and UNITREP writers shall review this instruction to become familiar with the assessment methodologies and criteria in each resource-specific area, e.g., PERSONNEL, EQUIPMENT/SUPPLIES on hand, EQUIPMENT, and TRAINING.
 - b. Commanding officers are to use the appropriate decision aid(s) for preparation of the resource-specific area assessments for each mission area reported in UNITREP.

A. D. Breed

AD
Chief of Readiness
Training

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CHAPTER 1. INTRODUCTION

- A. Purpose. The purpose of this document is to provide a set of decision aids to be used in assessing individual cutter readiness. These decision aids have been provided to improve the quality and consistency of readiness information reported in the Unit Status and Identity Report (UNITREP).

These instructions supplement the requirements and procedures published in the UNITREP instructions, references (a) and (c). Careful attention to the basic instructions, plus objective answers to the questions contained in each decision aid, will improve the accuracy and consistency of each cutter's readiness assessments.

- B. Applicability. The specific decision aids have been designed to assist personnel assigned to the WPB class cutter in determining the readiness assessments that must be reported in their UNITREPs. These decision aids cover the Equipment, Personnel, Supply and Training resource areas as they relate to the cutter's Coast Guard and naval warfare primary missions.
- C. Reporting Resource Area and Mission Area Readiness. The decision aids are designed to allow measurement of both naval warfare and Coast Guard mission readiness. The decision aids have been constructed to allow the commanding officer to measure each resource area in relation to each primary mission area. The decision aids take into account the different resource area requirements for each primary mission. **It is important to note that the UNITREP writer need not review the entire set of decision aids each time a UNITREP is prepared; only the applicable decision aid must be reviewed.**

CHAPTER 2. GENERAL INFORMATION

A. General.

1. Guidelines. The decision aids were produced under the following guidelines:
 - a. Construct a decision aid for each primary mission/resource area combination applicable to the cutter.
 - b. Link each decision aid with the Required Operational Capabilities (ROC/Projected Operational Environment (POE) Statements (COMDTINST C3501.5 (Series)) for the WPB class cutter.
 - c. Separate Coast Guard mission reporting from naval warfare mission reporting.
 - d. Provide objective criteria for deriving resource-specific ratings.
2. Format. During their construction, the decision aids were standardized so that:
 - a. All questions associated with a particular mission-resource area combination appear in a decision aid.
 - b. Questions concerning minimum standards appear first on the left of each decision aid; "YES" answers to the questions will guide the user towards a better readiness rating.
 - c. In both the MOB and CCC areas there is an overlap between Coast Guard missions and naval warfare missions (CGM and CGX/MOB and CCC respectively). Essentially the cutter must be able to carry out its CG missions in order to complete its naval warfare missions. Example: A cutter's capability to perform in the Coast Guard's Mobility (CGM) missions is determined from the various CGM Resource-specific decision aids. These same resources are required to perform the naval warfare mobility (MOB) mission plus additional resources. Therefore the MOB decision aids begins with the question of what was the CGM rating and then asks questions concerning the additionally required resources. Note: A cutter's rating in a resource-specific area of MOB will never be higher than its corresponding CGM resource-specific area rating. It will always be equal to or lower than the CGM resource-specific area rating.
 - d. When determining the capability of the cutter in any other assigned mission, that mission should be considered on its own. The sum of the capabilities will determine the overall unit capability and ultimate readiness ratings.

2.B. Equipment. Decision aids for the Equipment resource area highlight the systems and equipment that are essential in providing the capabilities for the WPB class to perform its assigned primary Coast Guard and naval warfare missions. The aids assume redundancy of backup systems and equipment that are available to satisfy mission readiness requirements. The last question asks if the cutter is capable of attaining the next higher resource-specific rating despite other existing equipment degradations. If this final question is answered "No", some equipment degradation unrelated to the existing decision aid questions is causing the inability to reach a higher resource-specific rating. The reason for that inability therefore must be reflected by an explanation or justification in Part II of the UNITREP.

C. Personnel. Coast Guard primary mission area decision aids are based on the current Personnel Allowance List(PAL). Naval warfare primary mission area decision aids are based on the Personnel Allowance List(PAL) plus the Wartime Personnel Allowance List (WPAL) which list the billets regular and reserve augmentees are scheduled to fill upon mobilization. The use of CG Enlisted Qualification Codes within the aids has been based upon the need for those particularly qualified personnel that are cited in both the PAL and WPAL. These aids will allow the commanding officer to evaluate the personnel resource area in relation to the required personnel for both Coast Guard and naval warfare missions. The evaluation of Coast Guard missions will normally reflect only the regularly assigned personnel. The evaluation for naval warfare primary missions will include the regularly assigned personnel plus the regular and reserve augmentees that are identified by rating, rate, name and qualification codes that are scheduled to report upon mobilization. Each commanding officer will have to determine "how available" each augmentee will be. The term "on board or available" within the decision aid is defined in paragraph 4.9.2 of reference (c).

1. Special Criteria. The following subparagraphs describe some of the special criteria used in preparing the questions for the Personnel decision aids.

a. Enlisted Personnel. On each Personnel decision aid, the leading question asks, "In the aggregate, are at least ____% of mission essential personnel on board or available?". Such questions assess the percentage of the overall total of the personnel within all of the ratings indicated in the Personnel Allowance List (PAL).

- 2.C.1.b. Mission-Essential Personnel. Unspecified shortages of mission-essential personnel may prevent the cutter from attaining a particular resource-specific rating. As a **general rule, commanding officers/officers-in-charge should consider all authorized personnel as essential in all WPB mission areas.** Each Personnel decision aid allows the commanding officer to degrade his Personnel resource-specific rating if, in his opinion, the cutter lacks certain unspecified mission-essential personnel. If those shortages are not sufficiently acute to cause a "NO" answer, the user can continue to follow the questions until the appropriate resource-specific rating has been determined. If however, some personnel shortage unrelated to specific decision aid questions is causing the inability to reach a higher resource-specific rating, the reason for that inability must be reflected by an explanation or justification included in Part II of the UNITREP.
- D. Training. Decision aids for the Training resource area are based upon the mission specific required exercises addressed in Chapter 4 of COMDTINST M3502.4 (Series). The amount of elapsed time since a given exercise was last successfully conducted is compared with the frequency requirement specified for that exercise.
- E. Supply. Decision aids for the Supply resource area address two factors: (1) the need to express mission essential spares, fuel, provisions, parts and ordnance in relation to the percentages given in the current UNITREP instruction; and (2) the need to relate spares and parts in terms of the requirements specified in the cutter's allowance lists. The Supply decision aids compares the percentages of mission essential equipment and supplies actually on board with established levels.
- F. Instructions for Submitting Recommendations. All commands are encouraged to submit changes, via the chain of command, to Commandant (G-RER-1).

CHAPTER 3. SPECIFIC DECISION AIDS AND INSTRUCTIONS FOR USE

- A. General. The decision aids included in this Chapter are intended to be employed for determining the resource-specific ratings that are entered on the UNITREP Worksheet. These ratings form the basis for determining primary naval warfare mission M-ratings, naval warfare resource-area C-ratings, overall C-rating (CROVL), primary Coast Guard mission M-ratings, Coast Guard mission resource-area M-ratings, and the Coast Guard overall readiness M-rating (CGC).

The following subchapter provides a guide for using these aids. Subchapter 3.C. explains certain terms and usages and Subchapter 3.D. contains a sample situation utilizing a specific cutter decision aid for the Coast Guard Mobility (CGM) mission area.

This instruction contains the specific decision aids designed and constructed for WPB class cutter.

- B. How to Use the Aids. First, refer to the List of Aids (page ii). From this list, select a decision aid, locate it within this chapter and review the methodology of using the system.

To determine a resource-specific rating to be entered on the UNITREP Worksheet, follow the general procedures listed below:

1. Each Decision Aid was created with a list of mission essential equipment, mission essential personnel, essential personnel training requirements (Qual Codes, etc.,) and other applicable criteria in question format listed in an index column down the left side of each aid.
2. A rating is determined for each item in the index by reading across the page from left to right and answering "YES" or "NO" to the minimum standard set in each rating column. When the minimum standard for a specific rating column can not be met, i.e., a question is answered with "NO", the item receives the rating specified for that column. If all minimum standards are met, i.e., all questions can be answered with "YES", across the page, that item would receive a rating of "1".
3. This procedure is then repeated until all questions in the index have been answered.
4. The resource-specific rating, applicable to each aid, is then determined by the worst (highest) item rating obtained. Additional questions that generate a "NO" answer should be considered when determining the overall readiness of the cutter and in determining the three letter degradation reason codes that must be reported.

3.C. Explanation of Terms. In order to remove some ambiguities certain terms found in the decision aids require explanation. These may be found in Table 3-1, Terms and Explanations, which follows.

D. Sample Readiness Assessment Situation. The following situation illustrates the steps to follow when using the decision aids. It is important to reiterate that readiness in each resource area/primary mission combination, e.g., Equipment/Mobility, Personnel/Mobility, etc., is evaluated independently and without regard to any readiness degradations that might affect other resource area/primary mission combinations. In the sample situation that follows the resource-specific readiness rating for Personnel/Mobility will be assessed. The process begins with the selection of the CGM decision aid from among the personnel resource aids provided.

Step 1. Choose the appropriate aid for the mission and resource area being assessed.

Assume we want to assess the personnel readiness in the Coast Guard Mobility mission area. The appropriate decision aid is CGM/Personnel. Remember that all assigned personnel are normally considered essential for all WPB missions.

Step 2. Beginning with question 1 read each question and answer "Yes" or "No" to the minimum standard in each rating column across the page from left to right.

Assume the UNITREP writer has 85% of his authorized (PAL) crew on board. Answering question 1 would yield a "Yes" in column 3, a "Yes" in column 2 and a "No" in column 1.

Step 3. Record the appropriate rating in the column provided on the decision aid.

Using the example in Step 2 the UNITREP writer will record a "2" in the appropriate column, since his answer was "No" to the minimum standard in column 1.

Step 4. Repeat Steps 2 and 3 for each question on the decision aid.

Note: Some minimum standards will be indicated using an asterisk and arrow technique. This occurs when the standard is an either/or situation. Either the standard is met which means a rating of "1" or it is not which means a "No" answer and the corresponding rating depending on the column in which the asterisk appears. (Either a 4, 3, or 2 rating depending on the asterisk being in column 3, 2, or 1 respectively).

Step 5. Determine the worst (highest) rating and record that rating on the UNITREP Worksheet.

Note: If the worst rating results from more than one question, the reason codes will be based on a criticality determination.

Table 3-1. TERMS AND EXPLANATIONS

<u>TERM</u>	<u>EXPLANATION</u>
"...operable?"	<p>Equipment functions to PMS specifications or other maintenance doctrine as applicable.</p> <p>Example: "Is the magazine sprinkler system operable?"</p>
"... support mission requirements"	<p>The equipment/system can perform functions which will assist the cutter in satisfying assigned ROCs.</p> <p>Example: "Is at least one A/C plant operable in support of CCC mission requirements?"</p>
"Despite other existing equipment degradations..."	<p>Indicates that a significant number of minor equipment deficiencies may combine to have a degrading effect on mission readiness; may also be used to reflect degradations caused by the malfunctioning of unlisted systems or equipment.</p> <p>Example: "Despite other existing equipment degradations can the cutter attain a resource-specific rating no worse than 2 in the CCC mission area?"</p>
"In the aggregate..."	<p>Indicates that the percentage assessment is to be based on the total "head count" from among the ratings listed in the personnel allowance list (PAL). The specified percentage may be calculated by dividing the sum of all personnel (on board or available) within the ratings listed by the total of personnel authorized the cutter.</p>

Table 3-1. TERMS AND EXPLANATIONS (Continued)

<u>TERM</u>	<u>EXPLANATION</u>
	Example: "In the aggregate, are at least ____% of mission essential personnel as listed in the Personnel Allowance List (PAL) on board or available?"
"...on board or available?"	Personnel that are either physically on board or determined to be available following the criteria in paragraph 4.9.2 of reference (c).
	Example: "Is at least one MK with QC 69 on board or available?"
"Despite other existing shortages...?"	Indicates that an accumulation of minor personnel deficiencies may degrade the cutter's capability to perform in the mission area.
	Example: "Despite other existing shortages, can the cutter attain a resource-specific rating no worse than 3 in the ELT mission area?"

CGM EQUIPMENT

		4	< NO	YES >	3	< NO	YES >	2	< NO	YES >	1
1	Is the vessels mobility restricted by structural damage? **			*							
2	Is/are at least ____ main diesel engine(s) including clutch(s), reduction gear (s) and adequate red gear L/O pressure, operable?			1 ON 1 SHAFT				N A		ALL	
3	Is the Fuel Oil Xfer pump operable? (95' only)			*							
4	Is/are at least ____ SSDG's operable?			1				N A		2	
5	Is the main power panel operable?			*							
6	Is the main electronics panel operable?						*				
7	Is the steering booster pump operable? *						*				
8	Are all steering cables functioning properly? *			*							
9	Is the Gyro Compass operable? *						*				
10	Is the Magnetic compass properly compensated and operable?			*							
11	Are the Nav Lights all operable?			*							
12	Are the main fire pumps operable? *			*							
13	Is the Ship's Whistle operable?			*							
14	Is/are at least ____ hydraulic pump(s)/compressed air system and accumulator flasks operable?			1						2	
15	Is the AN/SPS 64 surface search radar operable?						*				
16	Is the reefer system operable?						*				
17	Is the potable water system operable?						*				
18	Is the oil/water separator operable?									*	
19	Does the vessel have the necessary ground tackle to safely anchor?									*	
20	Is the PE-250/P-250 pump operable?						*				

** If yes, C-3 will be lowest rating that can be reported in UNITREP for the CGM mission.

(continued)

(continued)

		4	< NO	YES >	3	< NO	YES >	2	< NO	YES >	1
21	Is ____% of DC equipment allowance available to repair fire, flooding, electrical, structural, and hull damage?			60			70			90	
22	Are 100% of life raft/boats onboard, fully outfitted, and within required inspection dates?			• ----->							
23	Is FOOD SERVICE EQUIPMENT available to prepare sufficient meals?			LIMITED MEAL SERVICE			FULL MEAL SERVICE ----->				
24	Are all other CRIT Aux systems operable?									•	
25	Is/Are at least _____ Electronic Navigation Receivers (LORAN-C, STANAV, OMEGA) operable? •			1			2			3	
26	Is equipment available for obtaining celestial fixes?									•	
27	Is the Depth Sounder operable?									•	
28	Is the Doppler Speed Log operable? ••									•	
29	Despite other equipment degradations, can the ship attain a resource-specific rating no worse than ____ in the CGM mission area?			3			2			1	
• IF APPLICABLE											

CGM/PERSONNEL

	4	< NO	YES >	3	< NO	YES >	2	< NO	YES >	1
1 In the aggregate, are at least ____% of mission essential personnel on board or available? (Based on PAL)			70			80			90	
2 ____% of assigned personnel are PQS qualified in their specific billet assignment to fight fires, control flooding, and repair electrical, structural and hull damage?			55			70			85	
3 ____% of assigned bridge and engine room watchstanders are PQS qualified?			55			70			85	
4 Is there at least one graduate of Synchro Amps/ MK-27 Gyro (EM-20) course on board? *						*----->				
5 Is there at least one graduate of Engineering Department Admin (MK-1) course on board?						*----->				
6 Is there at least one graduate of Hydraulic Systems (MK-6) course on board?						*----->				
7 Is/are there at least ____ graduate(s) of Engine Governors (MK-7) course on board?			1----->						2	
8 Is/are there at least ____ graduate(s) of GM-149 diesel course on board? *			1----->						2	
9 Is/are there at least ____ graduate(s) 8V92 diesel engines course on board? **			1----->						2	
10 Is there at least one graduate of Damage Control P-250 portable emergency pump operator and maintenance (A-495-2037) course on board?						*----->				
11 Is there at least one graduate of Gas Free Engineering (A-495-0051) course on board?						*----->				
12 Despite other existing shortages, can the ship attain a resource-specific rating no worse than ____ in the CGM mission area?			3			2			1	

* IF APPLICABLE

FIGURE 3-2 PAGE 1

CGM/TRAINING

	4	< NO	YES >	3	< NO	YES >	2	< NO	YES >	1
1	<p>At least _____ of the following exercises were successfully completed within the specified timeframe:</p> <p>ANNUALLY</p> <p>1. Z-110-E, Full Power Trial</p> <p>SEMI-ANNUALLY</p> <p>2. CG-1-N Piloting (Magnetic)</p> <p>3. BECCes at COND IV ••</p> <p>4. CG-12-D, Darken Ship</p> <p>5. Main Space Fire</p> <p>QUARTERLY</p> <p>6. CG-5-N, Anchoring</p> <p>7. CG-7-N, Piloting, (LowVis)</p> <p>8. CG-4-S, Mooring</p> <p>9. CG-11-S, Man Overboard</p> <p>10. CG-14-S, Abandon Ship</p> <p>11. CG-10-D, Mat. Condition</p> <p>12. CG-12-D, Darken Ship</p> <p>13. BDCEs at COND I ••</p> <p>14. Emergency Egress</p>									
			8			10			12	
2	<p>Following a CGM training resource-specific area degradation because of failure of an operational portion of a district inspection, facility manager inspection, or refresher training; has the unit successfully completed _____ exercises to justify a higher rating?</p>									
			8			10			12	

•• NOTE : Refer to COMDTINST M3502.4A (Series) for a list of BECCE, and BDCE required drills.

CGM/SUPPLY

		4	< NO	YES >	3	< NO	YES >	2	< NO	YES >	1
1	Is at least ____% of total useable diesel fuel capacity on board?			50		60			75		
2	Is at least ____% of engineering CALMS spares for CGM equipment on board or available?			65		80			90		
3	Is at least ____% of total potable water capacity on board?			50		60			75		
4	Is at least ____% of engineering tools and test equipment for CGM on board or available?			65		80			90		
5	Is at least ____ days of lubricant supplies onboard?			1		3			5		
6	Is at least ____ days provisions on board?			1		3			5		
7	Despite parts related CASPERs, can the ship perform in the CGM mission?			----->							

MOB/EQUIPMENT

		4	< NO	YES >	3	< NO	YES >	2	< NO	YES >	1
1	What is the CGM equipment rating?			3			2			1	
2	Is ___% of repair locker CBR equipment onboard?			60			70			90	
3	Is ___% of RADIAC allowance on board and calibrated?			60			70			90	
4	Despite other equipment degradations, can the ship attain a resource-specific rating no worse than ___ in the MCE mission area?			3			2			1	

MOB/PERSONNEL

	4	< NO	YES >	3	< NO	YES >	2	< NO	YES >	1
1. What is the CGM rating?			3			2			1	
2. In the aggregate, are at least ____% of mission essential personnel on board or available? (Based on WPAL)			70			80			90	
3. ____% of assigned personnel are PQS qualified in their specific billet assignment for CBF defense?			55			70			85	
4. Despite other existing shortages, can the ship attain a resource-specific rating no worse than ____ in the MOB mission area?			3			2			1	

FIGURE 3-6 PAGE 1

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MOB/TRAINING

		4	< NO	YES >	3	< NO	YES >	2	< NO	YES >	1
1	What is the CGM training rating?			3			2				1
2	At least ____ of the following exercises were successfully completed within the specified timeframe: SEMI-ANNUALLY 1. CG-52-D, NUCLEAR Detonation 2. CG-54-D, BIO/CHEM Attack			1	-----N/A----->						2
3	Following a MOB training resource-specific area degradation because of failure of an operational portion of a district inspection, facility manager inspection, or refresher training; has the unit successfully completed ____ exercises to justify a higher rating?			1	-----N/A----->						2

* NOTE : Refer to COMDTINST M3502.4A (Series) for a list of BECCE, ECCE and BDCE required drills.

MOB/SUPPLY

		4	< NO	YES >	3	< NO	YES >	2	< NO	YES >	1
1	What is the rating for CGM supply?				3			2			1
5	Despite parts related CASREPS, can the ship perform in the MOB mission?				*						

CGX/EQUIPMENT

		4	< NO	YES >	3	< NO	YES >	2	< NO	YES >	1
1	Is the UHF transceiver system operable? (AN/URC-9 on 95'/82' : AN/WSC-3 on Island Class)										
2	Is/Are at least 100 Watt HF Transceiver(s) operable? (Sunair GSB-900) *					1			2		
3	Is/Are at least VHF-FM transceiver(s) and antenna system(s) operable?					1			2		
4	Is/Are at least 100 Watt HF Coupler(s) and antenna system(s) operable? (Sunair GCU-935) *					1			2		
5	Is the TSEC/KY-58 crypto device operable? (future installation)										
6	Is the TSEC/KY-75 crypto device operable? (future installation)										
7	Is the S/F teletype system operable? (Island class only, AN/SGC-12)										
8	Is the ROP teletype system operable? (95' Class only, AN/SGC-2)										
9	Is the AIMS MK XII IFF (AN/UPX-26 transponder only) operable?										
10	Is/are at least frequency shift converter(s) operable? (Island class only, CV-3883/UG)					1			2		
11	Is the frequency shift converter operable? (95' class only, CV-3883/UG)										
12	Is the A/C plant operable?										
13	Is the AN/SPS 64 surface search radar operable?										
14	Despite other equipment degradations, can the ship attain a resource-specific rating no worse than in the CGX mission area?			3		2			1		

* IF APPLICABLE

CGX/PERSONNEL

		4	< NO	YES >	3	< NO	YES >	2	< NO	YES >	1
1	In the aggregate, are at least ____% of mission essential personnel on board or available? (Based on PAL)			70		80			90		
2	Despite other existing shortages, can the ship attain a resource-specific rating no worse than ____ in the CGX mission area?			3		2			1		

CGX/TRAINING

	4	< NO YES >	3	< NO YES >	2	< NO YES >	1
1	At least _____ of the following exercises were successfully completed within the specified timeframe:						
	SEMI-ANNUALLY						
	1. CG-30-C, Admin Voice 2. CG-103-C, HO-102 3. CG-104-C, Sound Powered Phones	1	2	3			
2	Following a CGX training resource-specific area degradation because of failure of an operational portion of a district inspection, facility manager inspection, or refresher training; has the unit successfully completed _____ exercises to justify a higher rating?	1	2	3			

CGX/SUPPLY

	4	< NO	YES >	3	< NO	YES >	2	< NO	YES >	1
1	Despite parts related CASREPS, can the ship perform in the CGX mission?									

CCC/EQUIPMENT

		4	< NO	YES >	3	< NO	YES >	2	< NO	YES >	1
1	What is the CGX equipment rating?			3			2			1	
2	Is the ship capable of conducting visual communications? (flashing light, semaphore, or flag hoist)									NO	
3	Despite other equipment degradations, can the ship attain a resource-specific rating no worse than ____ in the CCC mission area?			3			2			1	

CCC/PERSONNEL

1	What is the CGX rating?	4	< NO	YES >	3	< NO	YES >	2	< NO	YES >	1
2	In the aggregate, are at least ____% of mission essential personnel on board or available? (Based on (WPAL)			3			2			1	
				70			80			90	
3	Despite other existing shortages, can the ship attain a resource-specific rating no worse than ____ in the CCC mission area?			3			2			1	

CCC/TRAINING

	4	< NO	YES >	3	< NO	YES >	2	< NO	YES >	1
1 What is the CGX training rating?			3			2			1	

CCC/SUPPLY

		4	< NO	YES >	3	< NO	YES >	2	< NO	YES >	1
1	What is the rating for CGX supply?				3			2			1
2	Despite parts related CASREPS, can the ship perform in the CCC mission?				•----->						

ELT/EQUIPMENT

		4	< NO	YES >	3	< NO	YES >	2	< NO	YES >	1
1	Is the AN/SPS-64 surface search radar operable?							•	----->		
2	Is at least one night vision device operable?								•		
3	Can the ship illuminate surface vessels at night by multi-directional searchlight?								•		
4	Is the VHF-FM DF operable and calibrated?								•		
5	Is the HF DF calibrated and operable?								•		
6	Is the unit's RHIB launchable, completely outfitted and fully operational?							•	----->		
7	Are at least _____ hand-held radios operable?							2	----->		
8	Can the ship fire warning and disabling shots or provide boarding party cover with machine guns?							•	----->		
9	Are there sufficient small arms, associated ammo, and safety equipment to fully outfit at least one full 4-man Law Enforcement boarding party?							•	----->		
10	Despite other equipment degradations, can the ship attain a resource-specific rating no worse than _____ in the ELT mission area?			3			2			1	

ELT/PERSONNEL

		4	< NO	YES >	3	< NO	YES >	2	< NO	YES >	1
1	In the aggregate, are at least ____% of mission essential personnel on board or available? (Based on PAL)			70			80			90	
2	Have all boat crew members completed unit boat crew PQS standards?						*----->				
3	Have all machine gun crew members completed unit PQS standards?						*----->				
4	Is/are there ____ graduates of Maritime Law Enforcement (MLE) school on board?			1			2			3	
5	Has at least one boarding party completed unit PQS standards?						*----->				
6	Is there an MK trained in outboard motor maintenance on board?						*----->				
7	Despite other existing shortages, can the ship attain a resource-specific rating no worse than ____ in the ELT mission area?			3			2			1	

ELT/TRAINING

		4	< NO YES >	3	< NO YES >	2	< NO YES >	1
1	At least ___ of the following exercises were successfully completed within the specified timeframe: SEMI-ANNUALLY 1. CG-2-M (LE), Stop a Vsl 2. CG-15/16-M (LE), LE Boarding 3. CG-3-M (LE), Asylum request 4. Fisheries boarding		1		2		3	
2	Following an ELT training resource-specific area degradation because of failure of an operational portion of a district inspection, facility manager inspection, or refresher training; has the unit successfully completed ___ exercises to justify a higher rating?		1		2		3	

ELT/SUPPLY

		4	< NO	YES >	3	< NO	YES >	2	< NO	YES >	1
1	Are necessary spare parts onboard to conduct most emergency repairs on small boat, motor and launching equipment?										
2	Is at least ____% .50 cal and 20mm machine gun CALMS spares on board?			65		80			90		
3	Is at least ____% of .50 cal and 20mm machine gun ordnance tools and test equipment on board?			65		80			90		
4	Is sufficient .50 cal or 20mm ball ammunition for warning/disabling shots on board?										
5	Is the service allowance of small arms ammunition on board?										
6	Despite parts related CASREPS, can the ship perform in the ELT mission?										

SAR/EQUIPMENT

		4	< NO	YES >	3	< NO	YES >	2	< NO	YES >	1
1	Is the VHF-FM DF operable and calibrated?								*		
2	Is the HF DF calibrated and operable?								*		
3	Is the AN/SPS-64 surface radar operable?					*	----->				
4	Is at least one night vision device operable?								*		
5	Can the ship illuminate surface vessels at night by multi-directional search-light?								*		
6	Is the unit's RHIB launchable, completely outfitted and fully operational?					*	----->				
7	Does the unit have at least _____ portable hand-held radios (fully operable) onboard?					2	----->				
8	Is/are _____ portable drop pump(s) available?					1			2		
9	Is the PE-250/P-250 pump operable?					*	----->				
10	Can at least one fully outfitted at-sea rescue and assistance party be provided?					*	----->				
11	Is the ship equipped to tow vessels less than 100 gross tons?					*	----->				
12	Is at least _____% of emergency first aid, medical supplies and equipment onboard?			70		80			90		
13	Despite other equipment degradations, can the ship attain a resource-specific rating no worse than _____ in the SAR mission area?			3		2			1		

SAR/PERSONNEL

		1	< NO	YES >	3	< NO	YES >	2	< NO	YES >	1
1	In the aggregate, are at least ____% of mission essential personnel on board or available? (Based on PAL)			70			80			90	
2	Have all boat crew members completed unit PQS standards?									*	
3	Have all personnel completed unit at-sea rescue and assistance PQS standards?						*----->				
4	Has the towing rig captain completed unit PQS standards?						*----->				
5	Is there a graduate of Fundamental Search and Rescue course on board?									*	
6	Is there at least one emergency medical technician on board?						*----->				
7	Despite other existing shortages, can the ship attain a resource-specific rating no worse than ____ in the SAR mission area?			3			2			1	

SAR/TRAINING

SAR/ TRAINING		4	< NO	YES >	3	< NO	YES >	2	< NO	YES >	1
1	At least ____ of the following exercises were successfully completed within the specified timeframe: SEMI-ANNUALLY 1. CG-2-SAR, Sar CSC 2. CG-3-SAR, Sar Planning 3. CG-4-SAR, Execution 4. CG-6-D (AT SEA), R&A 5. CG-6-S, Towing QUARTERLY 6. FIRST AID EXERCISES 2-43 thru 47D, (CG-1-M(K))				3			4			5
2	Following an SAR training resource-specific area degradation because of failure of an operational portion of a district inspection, facility manager inspection, or refresher training; has the unit successfully completed _____ exercises to justify a higher rating?				3			4			5

SAR/SUPPLY

	4	< NO	YES >	3	< NO	YES >	2	< NO	YES >	1
1	Are necessary spare parts onboard to conduct most emergency repairs on small boat, motor and launching equipment?									
2	Despite parts related CASREPS, can the ship perform in the SAR mission?									

NCO/EQUIPMENT

		4	< NO	YES >	3	< NO	YES >	2	< NO	YES >	1
1	What is the rating for ELT equipment?				3			2			1
2	Despite other equipment degradations, can the ship attain a resource-specific rating no worse than ____ in the NCO mission area?				3			2			1

NCO/PERSONNEL

	4	< NO	YES >	3	< NO	YES >	2	< NO	YES >	1
1. What is the ELT rating?			3			2			1	
2. In the aggregate, are at least ____% of mission essential personnel on board or available? (Based on WPAL)			70			80			90	
3. Despite other existing shortages, can the ship attain a resource-specific rating no worse than ____ in the NCO mission area?			3			2			1	

NCO/TRAINING

		4	< NO	YES >	3	< NO	YES >	2	< NO	YES >	1
1	What is the ELT training rating?			3			2			1	
2	At least _____ of the following exercises were successfully completed within the specified timeframe: QUATERLY 1. MLE reporting 2. Intel Plotting 3. Intel Collection and Reporting			1			2			3	
3	Following an NCO training resource-specific area degradation because of failure of an operational portion of a district inspection, facility manager inspection, or refresher training; has the unit successfully completed _____ exercises to justify a higher rating?			1			2			3	

NCO/SUPPLY

		4	< NO	YES >	3	< NO	YES >	2	< NO	YES >	1
1	What is the rating for ELT supply?				3			2			1
2	Despite parts related CASREPS, can the ship perform in the NCO mission?				•----->						

